



THE DO'S CORNER

It seems like there is always something going on in Operations, and this issue of the Ops Brief outlines a few of them. You name it, from training curriculum development to testing new aircraft and equipment to meetings with our many counterpart agencies, the gang is definitely busy doing things for you. As you are now planning for or even beginning one of the busiest times of year for some, know that my staff is here working many issues to support you now, and in the future.

Glen Atwell
Director of Operations

SAFETY

SAFETY ADVISORY FOR BLANIK GLIDERS

The Soaring Safety Foundation (SSF) in coordination with Blanik America, Inc. has recently issued a safety advisory for all L-13, L-13AC and L-23 gliders. In an effort to extend the service life of these gliders that are equipped with swiveling tail wheels, they recommend ground handling procedures that will aid in the prevention of additional stress to the glider's tail section and additional preflight inspection procedures. The ground-handling portion of the alert emphasizes that the gliders should not be pushed backwards (tail first) because forces on the tail undercarriage are exerted in the opposite direction than for which it was designed – i.e. takeoff and landing. This is especially important at airports with uneven, rutty terrain. The alert also points out that ground personnel should never move the glider, especially backwards, by pushing on the leading edge of the vertical stabilizer. In addition, the preflight inspection is amplified to determine if the play in the horizontal and vertical stabilizers is within limits. To review the advisory in detail, it can be found on the Soaring Safety Foundation's web site: <http://207.149.139.31/ssf/advisory.ASP>.

LOOK FOR MORE SOARING SAFETY TOPICS

With the recent purchase of 19 Blanik L-23s, 3 Schleicher ASK-21s and 15 Maule MT-7-235 tow planes, the CAP glider program is growing rapidly. To ensure that this program remains as safe as possible, you can expect to see more safety topics on all aspects of soaring. As evidenced by the advisory above, CAP has teamed up with the Soaring Safety Foundation in order to publicize safety articles, timely safety alerts and training programs for glider and tow plane operations. An online Tow Pilot Course is now available on the SSF website at: <http://207.149.139.31/ssf/dl.asp>. Also, a Wing Runner Course is currently under development and will be available in the near future at the same site.

RECOMMENDATIONS FOR VOLUNTEER PILOTS

The Aircraft Owners and Pilots Association (AOPA) and their Air Safety Foundation has published a "Safety Advisor" titled [Volunteer Pilots: Recommendations for Enhanced Safety](http://www.aopa.org/asf/publications/volunteer.pdf). It is aimed at pilots who provide charitable transportation to non-critically ill people who live some distance away from a treatment center. However, the information can apply equally well to CAP pilots flying various "Missions for America." This 16-page publication recommends a set of enhanced personal minimums that will contribute to the safety of volunteer flights. This Safety Advisor can be found at: <http://www.aopa.org/asf/publications/volunteer.pdf>.

DRUG DEMAND REDUCTION

FY01 DDR INITIATIVE PROGRAM

FY01 Drug Demand Reduction Initiative Program (DDRIP) Training Guidance Letters (TGL) were distributed on 13 December. The Funding Authorization Letter (FAL) is pending receipt of FY01 funding. Funding for reimbursement will become available upon receipt of the FAL.

NEW DDR POSTERS

The new DDR posters are in house and will be distributed to all Drug Demand Reduction Administrators (DDRA) and Coordinators (DDRC), each cadet and composite squadron and all MSI schools/squadrons. This mass mail-out began mid February. A group of approximately 50 cadets from the Arizona wing, attending the National Guard Freedom Academy

designed each of the six posters. The effort of these cadets in spreading the DDR “Drug Free and Proud” message is to be applauded. We look forward to more submissions by any cadet.

HAVE YOU STARTED YOUR DDR LIBRARY?

The new DDR videos and CD-Rom should have been received by now to start your DDR Library. The recipients were six regions (NER, MER, GLR, NCR, SWR, PACR) and the ten most active wings (NH, SC, CO, DC, KY, WI, MO, OK, NM, WA). We hope you have found these items to be most beneficial in addressing substance abuse issues with the cadets.

“COMMUNITIES THAT CARE” SURVEY

The “Communities That Care” survey is still ongoing. The goal is to measure the potential risk and protective factors associated with drug abuse, violence, delinquency etc.

EMERGENCY SERVICES

We have received many requests from units interested in testing the phase two curriculum. Those units will soon be given access to the materials being tested for phase two of the project. We expect the phase two curriculum for mission base staff personnel to be released for testing at the end of this month. Units testing the curriculum in phase one will remain listed as test units unless they specifically request to be removed. If your unit is interested in being a part of the curriculum test, contact the project coordinator, John Desmarais, at National Headquarters. Please be sure to coordinate your request for involvement with the wing staff (command, operations, and emergency services) since training and qualification of emergency services personnel is their responsibility. John can be reached via phone at (334) 953-4228 during duty hours, or anytime via fax or e-mail, (334) 953-4242 and jdesmarais@capnhq.gov respectively. For additional information on the curriculum project you can also check out the project web page at <http://www.capnhq.gov/nhq/do/dop/escp1.htm>. The web page has several items of interest like a current listing of working group representatives, scheduled Train-The-Trainer Courses, and the project summary and timeline.

As we move into the last development phase of the project, we would like personnel with suggestions or curriculum already developed for mission aircrew training to forward such to us as soon as possible. The working group will be meeting the first weekend of April to review all submissions and formalize work assignments for phase three, so please send us your inputs as soon as possible if you want it reviewed. Feel free to send it to John Desmarais or your region representatives.

As many of you have noticed, the phase one materials have been delayed in final release. The release of the phase one materials was delayed because the new ES regulations governing implementation of this new training guidance was delayed in coordination. The new regulations are now in the final stages of review and should be out along with the phase one materials very soon. Deadlines outlined in the draft regulations for implementation have been adjusted appropriately to allow units time to effectively change to the new system.

NATIONAL SAR SCHOOL

The Inland SAR Planner Course is an excellent opportunity to greatly enhance one’s SAR mission management skills. The course is designed for approximately 24 people with six slots for CAP members. This is not a walk-in class. HQ CAP/DO coordinates the six CAP slots, and the other positions are filled with state and local people. Primary CAP attendees should be mission coordinators and mission coordinators-in-training. Members with other ES qualifications fill-in as slots are available. Pilots are also needed to provide the airpower perspective. The more ES experience a member has, the better the chance of being selected to attend the class. It is very important to **look way ahead and make application early**. We have to submit names of attendees to the SAR School 45 days in advance. When you are committed to attend, submit a CAPF 17 through channels, but also send us a copy by fax (334-953-6342) or notify us by e-mail at dos@capnhq.gov with name, address, and phone numbers. The following courses have openings.

<u>Dates</u>	<u>Location</u>	<u>Application Deadline</u>
4-8 June 2001	Yorktown, Virginia – USCG Training Center	5 Apr 01
27-31 August 2001	Yorktown, Virginia – USCG Training Center	28 Jun 01

We expect the dates for the FY 2002 schools to be announced in late spring.

NATIONAL EMERGENCY SERVICES ACADEMY

We’ve still got openings in each of our schools being conducted at the 2001 National Emergency Services Academy: the National Ground Search And Rescue School (NGSAR), the Mission Base Staff School (MBSS), and the Mission Aircrew School (MAS). Slots are now being filled on a first come – first served basis, so apply quickly to reserve a slot. For more information, contact the Academy Director, Major John Desmarais, via phone at 334-953-4228 or via e-mail at jdesmarais@capnhq.gov or check out our web site at: <http://www.homestead.com/ngsar/home.html>

CAP NATIONAL OPERATIONS CENTER

The CAP National Operations Center staff is here to support you. For many of CAP's national missions, the HQ CAP/DO or his representative must be in the loop. Additionally, we can often assist in coordinating support for major missions that you might have. If there is a serious operational problem that we can assist you with or that you must contact the DO shop about, please call us at 1-888-211-1812 (Emergencies Only).

STAN-EVAL

CAP AND SSF PARTNER ON TOW PILOT COURSE

Civil Air Patrol Headquarters and the Soaring Safety Foundation have partnered to develop an on-line tow pilot course. The scope and purpose of this course is to provide standardized tow pilot training producing safe and competent tow pilots. The course is a first of its kind in the soaring community and offers CAP and SSA members a source of information tailored to initial tow pilot check out as well as providing a great review for experienced tow pilots. The course can be found on the Soaring Safety Foundation's website at <http://207.149.139.31/ssf/>

MAULE MT-7-235 UTILIZATION

There is apparently some confusion on the purpose and utilization of the 15 Maule MT-7-235 tow planes. The National Executive Committee (NEC) was very specific that these first 15 aircraft were to be purchased as primary tow and secondary SAR assets. Therefore, the tow planes will be deployed in wings that have glider activities and plan to use them as stated by the NEC. Certainly an actual SAR or DR would take precedence over any other mission, however, when not on an actual mission the glider activity should have priority and total control of the asset in order to utilize the tow plane to it's fullest extent, in accordance with the NEC mandate.

TESTING THE BECKER DIRECTION FINDER

HQ CAP/DO has been working with Becker Avionics to develop operating procedures for the new Doppler direction finder to be deployed on our new Cessna and Maule aircraft. Becker and HQ CAP/DO have been conducting flight tests that have revealed preliminary data indicating the system to be a user-friendly and highly effective search and rescue tool. More specific information will be in the next *Ops Brief*.

COMMUNICATIONS

TAIT T2020 RECIVES TYPE ACCEPTANCE

As of the 23rd of February, the Tait T2020-345-A87 mobile radio has been Certified and Type Accepted for operations in the Part 90 Services by the FCC. The type acceptance number is CAS TEL0051. All usage restrictions on this radio have been lifted. Check out the Headquarters Communications Web site for additional information at: <http://www.ntc.cap.gov/comm/>

COUNTERDRUG

MARCH 2001 CD TELECOURSE

The next CAP national "Counterdrug Orientation Telecourse" will air live on Saturday, 17 March from 1200 to 1800 EST. This is a cooperative effort between CAP, the US Customs Service and DEA. The telecourse will be broadcast nationally on the Government Education Television Network (GETN) at McGhee Tyson ANGB, Tennessee.

This telecourse serves two functions. First, it is a mandatory orientation for prospective CAP members selected to participate in CAP's counterdrug program. The afternoon session is a refresher training for CAP members currently participating in the CD program and fulfills the mandatory requirement to attend a CD Orientation Telecourse at least once every two years.

In addition to a basic orientation for prospective CD members, the telecourse covers new policies and procedures, current CD operations, and areas that need to be emphasized or clarified for all CD members.

Any questions on this telecourse can be answered by Jeri McLaughlin at 703- 325-7384.

CD REQUIREMENTS MEETING

Over twenty counterdrug representatives attended the CAP CD Support Requirements Meeting on 16 Feb in the HQ CAP/DOX office building in Alexandria, VA. The following agencies were represented: Office of National Drug Control Policy (ONDCP), U.S. Customs Service, Drug Enforcement Administration, National Guard, U.S. Forrest Service, U.S. Coast Guard, Federal Aviation Administration, Joint Task Force Six, CAP-USAF, HQ USAF/XOOP, SAF/FMBP, and the Air Force Air Defense Sectors. Mr. Kurt Schmid, National Director of the High Intensity Drug Trafficking Areas (HIDTAs) ONDCP, rearranged his schedule to attend our meeting. We also had a representative from the State and Local Affairs office of ONDCP. HQ CAP representatives included Col Stan Leibowitz, CAP/GC; Sam Harrison, Chief, Counterdrug Operations; Jeri McLaughlin, Assistant CD Plans; and Col John Kittle, Chief, CD Plans.

We opened the meeting by explaining that the purpose of the meeting was to get our CD customers to identify and quantify CAP CD support requirements to be used to develop our counterdrug operations strategic plan and measures of effectiveness, as well as to build a flying hour program and funding documents based on actual customer requirements. We went around

the room introducing all participants followed by Col Kittle giving a detailed briefing on all the different types of counterdrug support CAP can provide. The briefing stimulated a lot of questions and discussions and lasted over an hour and a half. We then led a discussion on customer CD support requirements and projections for CAP CD flying hour support. It became very evident early in this discussion that many agencies did not have a very good handle on what level of support CAP had been providing and what their CAP CD support requirements would be in future years. We explained that we wanted to get at least a rough estimate from each agency on what their requirements would be from FY02-07. They could update their projections later as they got a better handle on what support they actually needed. The majority of participants were able to provide this rough estimate. We explained we would work with them to refine their numbers so CAP would be able to build a flying hour program and budget request based on actual customer requirements for our support. There was a lot of discussion from these agencies on how we could determine the state and local CD requirements for CAP support without double counting these with the major agencies' requirements. Kurt Schmid recommended CAP have its wing CDOs take our survey forms to their primary state and local customers (including drug task forces and HIDTAs) and have them provide this information. This sounded like a good idea and we will pursue this with the CDOs. We asked all participants to turn in their CAP CD support requirements surveys to make a preliminary tally of the major CD agency requirements.

We then led a discussion in prioritizing CAP's different types of CD support missions. It was decided that agencies would only prioritize the CAP CD missions they actually used. We then moved into a discussion of customer satisfaction and what CAP could do to improve its CD support. By and large most customers were very satisfied with CAP's CD support and felt we greatly contributed to their overall effectiveness in their counterdrug missions. Suggestions for improvement included the following areas. Increase our single-frame video downlink capability to include digital cameras for better resolution of pictures and to provide at least one unit to each wing. Be able to respond with less notice to "hot CD" taskings. Develop FLIR and low light capability for night missions. Pursue the ability to fly CD missions in Mexico and Canada to help provide support along the U.S. – Canadian and U.S. Mexican borders.

USEFUL WEB SITES

<http://aws.com/instaweather2.asp>

This is the Automated Weather Source site. It allows user to find local weather data and also has downloadable software for users to get personalized weather reports. Though it's not a formal flight weather briefing, it can be a helpful tool.

<http://www.capnhq.gov>

Don't forget to check out our national headquarters website. We regularly post updates under the operations portion so that all operations personnel have access to the latest available information.

ON THE LIGHTER SIDE

Don't try this at home boys and girls – it scares the customers! ☺

The passengers on a commercial airliner were seated, waiting for the cockpit crew to show up and get the flight underway. The pilot and co-pilot finally appeared in the rear of the plane and began walking up to the cockpit through the center aisle.

Both appeared to be blind and had their eyes covered with huge sunglasses. The pilot was using a white cane, bumping into passengers as he stumbled down the aisle and the co-pilot was using a guide dog. At first the passengers didn't react, thinking that it must be some sort of practical joke. However, after a few minutes the engines started spooling up and the airplane started moving down the runway.

The passengers looked at each other with some uneasiness, whispering among themselves, and looking desperately to the flight attendants for reassurance. As the airplane started accelerating rapidly, people began to panic and some passengers were praying. As the plane got closer and closer to the end of the runway, the voices became more hysterical. Finally, when the airplane had almost no runway remaining, everyone screamed at once and, at that very moment, the airplane lifted off and became airborne.

Up in the cockpit, the co-pilot breathed a sigh of relief and turned to the captain, "You know, one of these days, the passengers aren't going to scream and we're gonna get killed!"

Do you have any comments or suggestions for the *Ops Brief*? Feel free to send them to us via mail, e-mail, or fax. Current and back issues of the *Ops Brief* are also available via the FaxBack or WWW.

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